



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2307253
Applicant Name: Stacy H. Smedley for Pryde Johnson Urban Environments, LLC
Address of Proposal: 8016 Ashworth Avenue N.

SUMMARY OF PROPOSED ACTION

Council Land Use Action for a contract rezone of 34,592 sq. ft. of land from SF 5000 to L-1 and to establish use for future construction of a 20-unit residential development consisting of 12 single family units, two, four-unit townhouse structures, and one accessory building. Parking for 28 vehicles would be provided within residential structures. The project includes demolition of the existing brick building on the site.

The following approvals are required:

Contract Rezone - To rezone of a portion of the site from SF 5000 to L-1 in conjunction with construction of a 20-unit multifamily development- (SMC Section 23.34.004).

Design Review - pursuant to Seattle Municipal Code (SMC) 23.41
Design Departures for private open space, minimum setback between facing facades, side setbacks, and number of curbcuts.

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

BACKGROUND & VICINITY INFORMATION:

The 34,552 sq. ft. project site is currently improved with a brick, one-story building with the remaining approximately one half of the site a surface parking lot. The site is bordered by the Parks Department Maintenance Facility to the north, single family and multi-family residences to the south, Ashworth Avenue N. to the west, and Densmore Avenue N. to the east. Street frontage measures 129'-4" along Ashworth Avenue N., and 129'-4" along Densmore Avenue N., for a total of 258'-8" of street frontage. The topography of the site is relatively flat, with a 5' drop in elevation from the NW corner to the SE corner of the site. Zoning for the site is currently SF5000, with a non-conforming use.



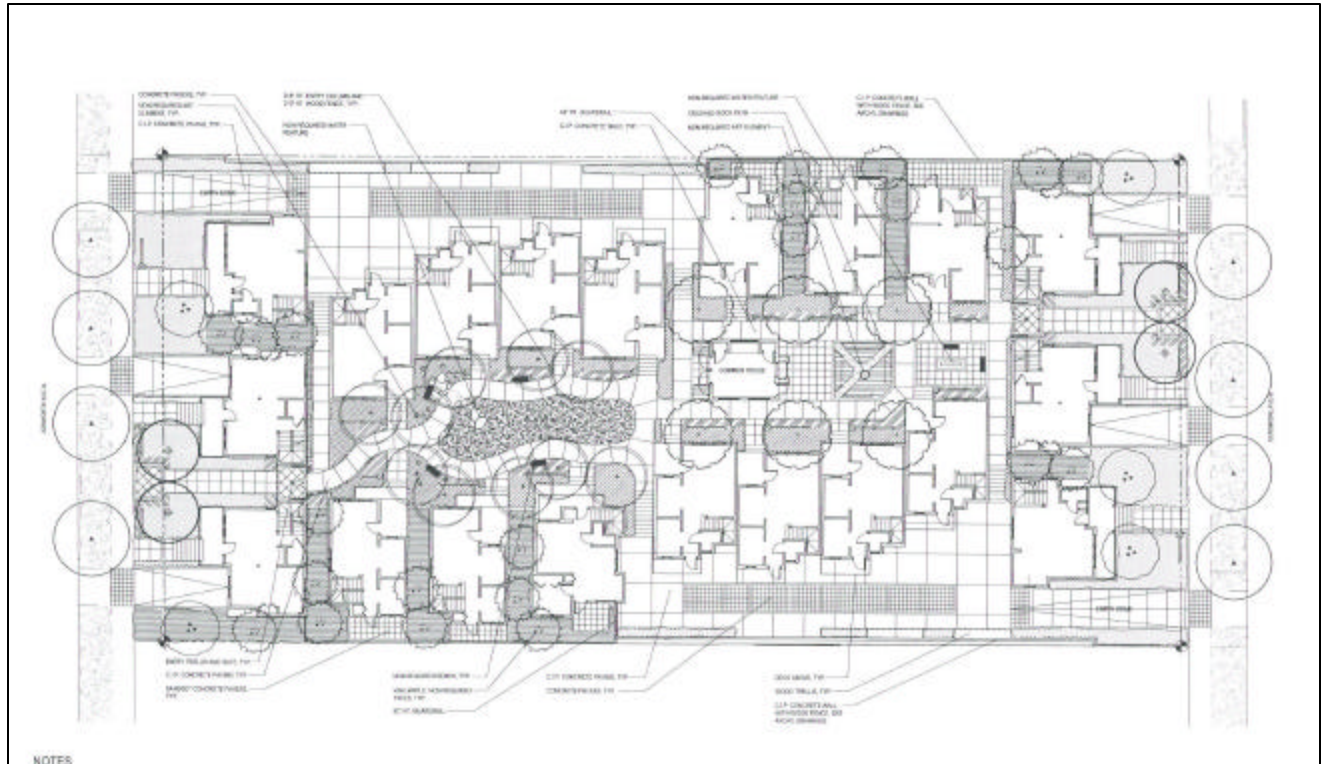
Neighboring development and uses on the adjacent sites are: To the north – The Parks Department Maintenance Facility, which takes up the rest of the block to N. 82nd Street; to the east – single family residences elevated above the street and one multi-family apartment building; to the south – three single family residences and one multi-family townhouse development; and to the west – single family residences elevated slightly above the street. Generally, the development in the neighborhood consists of single family structures and 1960's – 1980's style apartment building/townhouses, and some new development of two to three-story townhomes with street level garages. The site is in close proximity to Greenlake Park and surrounding amenities. A public transit stop for Metro Transit 358 is .3 miles west at the intersection of N. 80th Street and Aurora Avenue. A public transit stop for Metro Transit 48 is one block (.1 miles) east at the intersection of N. 80th Street and Wallingford Avenue N.

Existing zoning in the area is residential, both single family and multi-family. The proposal site borders on L-2 multi-family zoning to the south. There is L-1 multi-family zoning to the southwest. To the north the large Seattle Parks Department service yard, comprising more than half the block, is zoned SF 5000. The portions of the blocks to the east and west north of the multi-family zoning at their southern extent are zoned SF 5000.

THE PROPOSAL

Proposed is a contract rezone from SF 5000 to L-1 to allow construction of a two-story 12,140 gross floor area 20-unit residential development consisting of 12 detached "cottage-style units" single family units, two clusters of four attached "carriage-style units" townhouse units, and one accessory building. There are a total of 28 covered and secure recessed parking spaces located beneath the units. Half of the spaces are accessed from a driveway off of Ashworth Avenue N., and the other half are accessed from a driveway off of Densmore Avenue N. There are also two private driveways on Ashworth Avenue N. and two private Driveways on Densmore Avenue N. allowing single family residences to face onto the streets with individual driveways to private one-car garages. The structure will be wood

frame construction with a concrete garage/basement level. The units are arranged around two connected interior landscaped common spaces with pedestrian access to both Ashworth and Densmore Avenues. Fourteen of the units face onto the common space, with large front porches and small private yards. The other six units face onto the street, three on Ashworth Avenue and three on Densmore



Avenue and have large front porches and larger front yards to set the units farther back from the streets.

The project is proposed to be XXX (“LEED”) Certified striving for a Silver rating. Measures such as energy efficiency, permeable landscape, recycled materials, and reduced use of Volatile Organic Compounds in materials used or applied will be adopted to earn this certification. In addition, materials from the existing building on the site will be reused on the new site as garden and mailbox structures.

PUBLIC COMMENT:

Substantial public comment was received in comment letters, at a public meeting on SEPA and rezone issues, and at three public Design Review Meetings. A good deal of concern was expressed about the existing conditions in the immediate area. The single family neighborhood was characterized by many as besieged by surrounding uses including Green Lake Park, Blanchett High School, Aurora Ave. N. commercial areas, and Green Lake area commercial and multi-family residential uses. Traffic on the two north-south streets bordering the site was characterized as heavy with a great deal of “cut through” traffic in the area, much of it speeding in an attempt to avoid congestion on nearby arterials. Parking was described as congested, the result of both Green Lake Park and the nearby Blanchett High School.

Three Design Review Meetings were held on this proposal and included opportunities for public comment. An early Design Guidance meeting was held on December 8, 2003, a Design Review meeting was held on March 22, 2004, and the Recommendations meeting was held on May 24, 2004. The public's comments focused on traffic and parking issues as well as the density of the project. Refer to the Master Use Permit (MUP) file for details on these meetings.

Public Outreach By Applicant Team

There was a great deal of public comment during the official comment period from neighbors in close proximity to the site. Due to the concern vocalized by neighbors regarding traffic, parking and density, additional neighborhood meetings were held.

The first neighborhood meeting was held on August 17, 2004, at the Greenlake Public Library. Those present included Scott Kemp from the DPD, John Marek from SDOT, Brian Runberg and Stacy H. Smedley of Runberg Architecture Group, Kurt Gahnberg of the Transpo Group, and Curt Pryde of Pryde Johnson Urban Environments, as well as a group of 15 to 20 neighbors. Brian Runberg presented boards showing the types of residences allowed and built under SF5000 code requirements and compared them to the proposed project's cottage units. Also presented were options for traffic improvements, based on discussions with John Marek and John Shaw of SDOT. Kurt Gahnberg then presented results of the first Traffic Study completed in June. The report showed that the project would have no greater impacts on the neighborhood than that of the Washington Limousine Company currently onsite, thus the project would not be making the current traffic and parking conditions any worse than what is present on Ashworth and Densmore Avenues currently. Neighbors vocalized concerns that the parking study was not accurate due to Blanchett High School not being in full session at the time data was collected, and requested that a new study be completed after Blanchett High School commenced in September. John Marek then answered questions regarding the possible traffic/parking improvements that Brian Runberg had previously presented. Neighbors showed some interest, but were not sure about what traffic-calming measures would be most effective and least intrusive. The other main issues brought up by neighbors were density of the project compared to what would be allowed under current SF5000 zoning and how the cottages would affect property values of surrounding single family homes.

A second neighborhood meeting was held on December 9, 2004, at the Ashworth Building. Those present included Brian Runberg and Stacy H. Smedley of Runberg Architecture Group, Kurt Gahnberg of the Transpo Group, Michael Luis of Luis & Associates, and Curt Pryde of Pryde Johnson Urban Environments, and a group of 10-15 neighbors. The focus of the meeting was to present the second traffic study completed with Blanchett in full session, to interested neighbors. The study included detailed data addressing the major issues the neighbors had brought up in previous meetings, including cut-through traffic, traffic speed and lack of parking. The findings regarding the project impacts were the same – there is to be no traffic impact greater than that currently created by the Limousine Company. The study did corroborate the neighbor's claims that existing cut-through traffic from N. 85th Street was a problem, and that parking did get filled to capacity when Blanchett High School had an event. The meeting then focused on traffic and parking improvements that could help to alleviate the existing traffic and parking conditions that the neighbors had voiced concerns over. Possible solutions were based on

meetings the project team (developer, architects, traffic engineer, and public relations consultant) held with Scott Kemp and John Marek to discuss viable improvements. Neighbors offered their opinions on which improvements were most attractive to them, which options seemed too intrusive, and what combination of improvements seemed to be the best option.

A third and fourth neighborhood meeting were held on December 20th, 2004 and January 4th, 2005. Both meetings covered the same data, as there were some neighbors who could not make either the December 20th or January 4th date due to the holidays. The focus of the meetings was to come to a conclusion with the neighbors on what option for traffic improvements should be presented to SDOT as a formal proposal. The outcome of the meetings was a consensus by both neighbors and the project team of a list of traffic and parking mitigations that would improve conditions on Ashworth and Densmore Avenues without having an adverse impact on neighbors or adjacent streets.

The project team met with Scott Kemp and John Marek on January 10, 2005 to discuss the traffic and parking improvements agreed upon by the neighbors. John Marek gave his clearance on the mitigations listed, and instructed the project team to begin the process of putting together a formal proposal. After that, the design team and neighbors will begin petitioning the neighborhood for their approval. Scott Kemp stated that this should be done concurrent with the MUP Decision and the following Contract Rezone process. Michael Luis of Luis & Associates agreed to put a final draft of the proposal together, to be sent to the neighbors prior to the petition process.

ANALYSIS - DESIGN REVIEW

At the meetings noted above, the Design Review Board members provided siting and design guidance to be considered in the development of the site. In response to the Board's guidance and recommendations, the proponent applied for a Master Use Permit (MUP) on April 23, 2004.

DESIGN GUIDELINE PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the following siting and design guidance to be considered in the development of the site. The highest design guideline priorities for this project are identified by letter and number in accordance with the siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*," November 1998.

A. Site Planning	
<p>A-2 Streetscape Compatibility</p> <p>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</p> <p><i>The Boards comments</i></p> <p><i>Cottages fronting Ashworth and Densmore Avenues should address the street.</i></p> <p><i>Having no fence between cottages and the sidewalk meshes better with the surrounding neighborhood.</i></p>	<p><u>Response by the applicant:</u></p> <p>The project seeks to reinforce the character of the existing single family residences that make up the majority of the surrounding neighborhood from N. 80th Street northward. To do so, the single family units that are adjacent to both Ashworth and Densmore Avenues front onto their respective street instead of turning their back and fronting onto the interior common space. Large porches, private driveways and attached one car garages add to the single family appearance of the units. The street facing units have large front porches to promote “eyes on the street” and neighbor interaction. They are also designed to match the style of the existing neighborhood. If there are fences included, they would be low picket-style fences to give the appearance of a stronger separation between street and private space without creating a visual barrier.</p>
<p>A-4 Human Activity</p> <p>New development should be sited and designed to encourage human activity on the street.</p>	<p><u>Response by the applicant:</u></p> <p>All units have large front porches to promote use and habitability of that space. The common open space also promotes human activity, with a pathway entering into the space from both streets and a detailed entrance trellis. There will be no locks or closed gates, so pedestrians will be encouraged to meander through the space. Landscaping has been designed to create areas of specific uses: a large grassy area where children can play games, a quieter more densely landscaped area with places to sit and reflect, etc. The cottages fronting the streets have larger front yards in order to offer the residents of those units usable outdoor spaces along the street.</p>

<p>A-5 Respect for Adjacent Sites</p> <p>Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.</p>	<p><u>Response by the applicant:</u></p> <p>Building siting is such that all active residential spaces (kitchen/living room/dining room) are looking into the common space or toward the streets. Private residential spaces (bathrooms/bedrooms) are placed toward the back of each unit, which also means toward the property line shared with adjacent properties, in order to promote privacy and quiet areas of the home at locations where the project abuts another residential site.</p> <p>A nice fence will also be built where necessary or desired to screen the project from adjacent sites.</p>
<p>A-6 Transition between Residence and Street</p> <p>For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.</p>	<p><u>Response by the applicant:</u></p> <p>The cottage-style single family units that front the streets have a sizable front setback to create a buffer between streets and the units. Also, the land will be bermed one or two feet at the property line to raise the units' open spaces and line of sight above the streets and to mimic the existing entrance conditions of the single family residences across both streets. A low picket fence may also be used to create a clear distinction between public and private spaces without creating a visual barrier. Large porches on each street-facing unit promote usable covered outdoor spaces and neighborhood interaction.</p>
<p>A-7 Residential Open Space</p> <p>Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.</p>	<p><u>Response by the applicant:</u></p> <p>The rationale behind the cottage housing prototype is that all units share a large common open space, promoting neighbor interaction, safety and greenspace. The site plan of the project gives as much as possible to the common open space, as it is an integral part of the concept behind the design. All units besides those fronting the two streets are designed with porches fronting onto the common space. The site has been divided in half, clustering 7 cottage-style single family units around each common space and offering an opportunity to create two different types of landscaped outdoor space. A small accessory building located where the two common spaces meet acts as a center for the site as well as offering a place for residents to gather and interact.</p>

<p>A-8 Parking and Vehicle Access</p> <p>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent to properties and pedestrian safety.</p> <p><u>The Boards' comments</u> <i>Be careful about how the curbcuts meet the street.</i> <i>How are site triangles affected?</i> <i>Traffic calming measures should be considered, such as speed humps or pedestrian signs.</i></p>	<p><u>Response by the applicant:</u></p> <p>Curbcuts will be emphasized by changes in pavement patterns and clear sightlines. Signs and small speed humps will also be added as necessary or advised.</p> <p>Parking is screened from the street and the interior open common space by the units themselves; pavement area is minimized by placing all of the parking underneath the units in the form of secured private garages and recessing it.</p>
<p>C. Architectural Elements and Materials</p>	
<p>C-1 Architectural Context</p> <p>New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.</p> <p><u>The Board's comments:</u> <i>Use the project board presented, with pictures of Greenlake Typology and Cottage Character studies, as a basis of design. It is exactly what the board is looking for.</i></p>	<p><u>Response by the applicant:</u></p> <p>The character and detailing of the project's cottage-style single family units and multi-family units are based on the character of original craftsman-style homes found in the surrounding Greenlake neighborhood, as referenced on the Greenlake Typology board presented at the Design Review meetings. The cottages facing the street are pulled back from the property line to directly respond to the single family homes across the streets from the site.</p> <p>The project also acts as a transition between an L2 zone to the south and the surrounding SF zone to the north by offering an alternative to a large apartment building, or 6 large out-of-scale single family homes.</p>
<p>C-2 Architectural Concept and Consistency</p> <p>Building design elements, details, and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.</p> <p>Buildings should exhibit form and</p>	<p><u>Response by the applicant:</u></p> <p>All units are designed to be traditional craftsman style, as found in existing residences in the Greenlake area and other Seattle neighborhoods such as Queen Anne and Ballard.</p> <p>Windows are placed to address the function of the rooms inside. Living rooms have larger windows, kitchens have windows to the common space where possible, stairs and</p>

<p>features identifying the functions within the building.</p> <p>In general, the roofline or top of the structure should be clearly distinguished from its façade walls.</p> <p><i>The Board's comments:</i> <i>All of the units don't have to look alike as long as the detailing is treated with care.</i> <i>The board would not object to adding basements to the units.</i></p>	<p>hallways have windows to allow natural light, etc.</p> <p>The roofline, window patterns and fenestration are used to distinguish one building from the other and create an interesting and diverse elevation, even when many of the units have the same interior plans.</p>
<p>C-4 Exterior Finish Materials</p> <p>Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.</p> <p><i>The Board's comments:</i> <i>Details are very important. Strive for highly individualized detail – real shingles, real wood.</i> <i>Greenwood Avenue Cottages got the details right.</i></p>	<p><u>Response by the applicant:</u></p> <p>The client and architect plan to use quality materials. This includes real wood siding; brick chimneys on cottages facing the streets to make them appear even more like the single family homes opposite them; stained glass and leaded windows in specific locations; “craftsman-style” front doors, knee braces; high-end interior finishes to relate to the high level of craftsmanship found in original craftsman style homes.</p>

D. Pedestrian Environment	
<p>D-1 Pedestrian Open Spaces and Entrances</p> <p>Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.</p> <p><u><i>The Board's comments:</i></u></p> <p><i>Big porches onto the common space are important.</i></p>	<p><u>Response by the applicant:</u></p> <p>Large porches are an integral part of the project, offering a transition from public spaces to private spaces. They also give residents a comfortable place to interact with neighbors and passively observe the common open spaces of the project.</p>
<p>D-6 Screening of Dumpsters, Utilities and Service Areas</p> <p>Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.</p> <p><u><i>The Board's comments:</i></u></p> <p><i>A common collection area is important.</i></p>	<p><u>Response:</u></p> <p>Private garbage can and recycling enclosures have been placed in the recessed parking courts, along the property lines. Each unit has its own enclosed space for a garbage can and recycling container. Collection areas are located at the corner of the parking ramp and the sidewalk, on nicely paved areas. To lessen the impact of the garbage and recycling containers, half are to be picked up on Ashworth Avenue N. and half are to be picked up on Densmore Avenue N.</p>

E. Landscaping	
<p>E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.</p> <p>E-2 Landscaping to Enhance the Building and/or Site Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.</p> <p>E-3 Landscape Design to Address Special Site Conditions The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.</p> <p><u><i>The Board's Comments:</i></u> <i>All landscaping is important in this type of project. It should be fun and active, with programming; more than just landscaping.</i> <i>A key element or focal point would be nice.</i> <i>Consider incorporating brick into the landscaping. There needs to be community gathering space.</i> <i>A clearly defined hierarchy of space is important. People want space that is clearly theirs, to retreat.</i></p>	<p><u>Response by the applicant:</u> The landscape architect for the proposed project researched the vegetation found at the surrounding single family residences and incorporated the same type into the design of the landscaping on both Ashworth and Densmore Avenues.</p> <p><u>Response by the applicant:</u> The project design incorporates a variety of live plant material, to promote certain species of birds and butterflies to inhabit the open space, to screen and act as visual boundaries between public and private spaces, etc. Bricks from the existing building will be used for portions of the landscaping, including as mailboxes and special features on the proposed common building. Furniture will include benches in specific locations to encourage use of the common space.</p> <p><u>Response by the applicant:</u> Approximately 50% of the site is currently covered by the existing Ashworth Building. The other half of the site is a gravel parking lot. This site overall is relatively flat. Bricks from the Ashworth Building will be used as special features within the project. Dirt cut out for the recessed parking court will be used as berms to raise the level of the front yards for cottages facing onto the streets.</p> <p><u>Response by the Applicant:</u> The common open space has been designed and sited to offer two distinct types of activity area. One side is more organic and passive, with areas to sit and a more varied greenspace. The other side is more linear and active, with a flat greenspace for kids to use for games, and direct access from the common building that sits at the center of the site. Brick from the existing Ashworth Building, as well as windows and signage, will be used on the common building to incorporate a piece of the Ashworth Building and the site's history into the project. Common spaces and private spaces are separated by landscaping and low picket fences that act as a physical barrier yet still allow visual connection from the residences to the common space.</p>

DEVELOPMENT STANDARD DEPARTURE MATRIX			
Development Standard Requirement	Request/Proposal	Justification	Board's Recommendation
Required Setback Between Those Portions of Interior Facades Which Face Each Other 23.45.014.D. Lengths of facades 40 feet or less = 10 feet.	Setback between interior facades = 6 feet, the code requirement for cottage housing developments in a L1 zone.	<ul style="list-style-type: none"> ▪ The project is a combination of cottage-style and carriage-style residential units, thus the requirements for cottage housing developments should apply in some cases. ▪ The 6' setback allows the units to be clustered more tightly around the common spaces and gives more length to the front setbacks on Ashworth and Densmore Avenues, where the units fronting those streets need to more closely relate and reflect the single family housing trends of the neighborhood. 	The Board recommended approval of this departure. The thought the arrangement of open spaces and building configurations proposed adequately provide for building separations.
Decks in Side Setbacks 23.45.014.G.5. Decks no more than 18" inches above existing or finished grade, whichever is lower, may project into required setbacks.	Proposed Decks in Side Setbacks \leq 36"	<ul style="list-style-type: none"> ▪ Finished floor of Level 1 is raised to allow the partially recessed garages to fit underneath the units. ▪ Decks are more viable as backyard space for some cottages as the steps needed to get to grade would take up a lot of area. ▪ All units have expansive greenspace available to them in the common open space, which was one of the main design objectives of the project. 	The Board recommended approval of this departure to provide what they found to be desirable architectural features.

<p>Required Open Space 23.45.016. – B.1.c. The required open space shall be provided in one contiguous parcel.... No horizontal dimension of the open space shall be less than 10 feet.</p> <p>B.2.d. In order to qualify as above-ground level open space, balconies and decks shall all have a minimum horizontal dimension of six feet, and a total area of at least 60 square feet.</p>	<p>Units' private open space located in front and back of each unit. Minimum dimension of private open space = 5'.</p> <p>Decks counted in open space requirements have a horizontal dimension < six feet and are < 60 square feet in some cases.</p>	<ul style="list-style-type: none"> ▪ Allows the units to be pushed farther toward the north and south property lines, which allows more area to be allotted to the interior common space, the focal point and basis of design for this type of cottage housing style project. ▪ Decks are considered a vital part of the open space for each unit and act as a transition between common and private areas. Still, they should not take up landscaped permeable area just to meet the code requirement. If a smaller porch is comfortable and fulfills its role in the design as offering covered private open space that allows residents to be a part of the common area while still visually separated, the space should be included as landscaped permeable open space. 	<p>The Board fully endorsed the proposed mix and configuration of private and common open spaces in this project as a desirable alternative to the code proscribed ground related housing pattern and recommended approval of both open space departures.</p>
<p>Curbcuts 23.54.030.F.1.a</p> <p>For lots not located on a principal arterial as designated on Exhibit 23.53.015.A the number of curbcuts permitted shall be according to the following chart:</p> <p>Number of Curbcuts Permitted:</p> <p>241 -- 320 feet = 4 curbcuts</p>	<p>6 curbcuts requested. 4 curbcuts are for private driveways leading to attached single car garages. 2 curbcuts are for driveways (one on each street) leading to recessed parking courts.</p>	<ul style="list-style-type: none"> ▪ Garages and private driveways (2 on each street) allow for 4 additional counted parking spaces, and room for a second car for each unit in the driveway space. The private driveways and attached garages also make the units more single family in character. Curbcuts meet all other code requirements (distance between curbcuts, width, etc.) 	<p>The Board thought the proposed mix of driveways was a desirable way to spread out the traffic entering and leaving the site and help maintain the single family appearance of the project along street frontages.</p>

BOARD RECOMMENDATIONS

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the four Design Review Board members agree that the applicant addressed the design guidance provided in their previous meetings. The Design Review Board **recommends approval** of the design as shown in updated Master Use Permit Plans.

ANALYSIS - DESIGN REVIEW

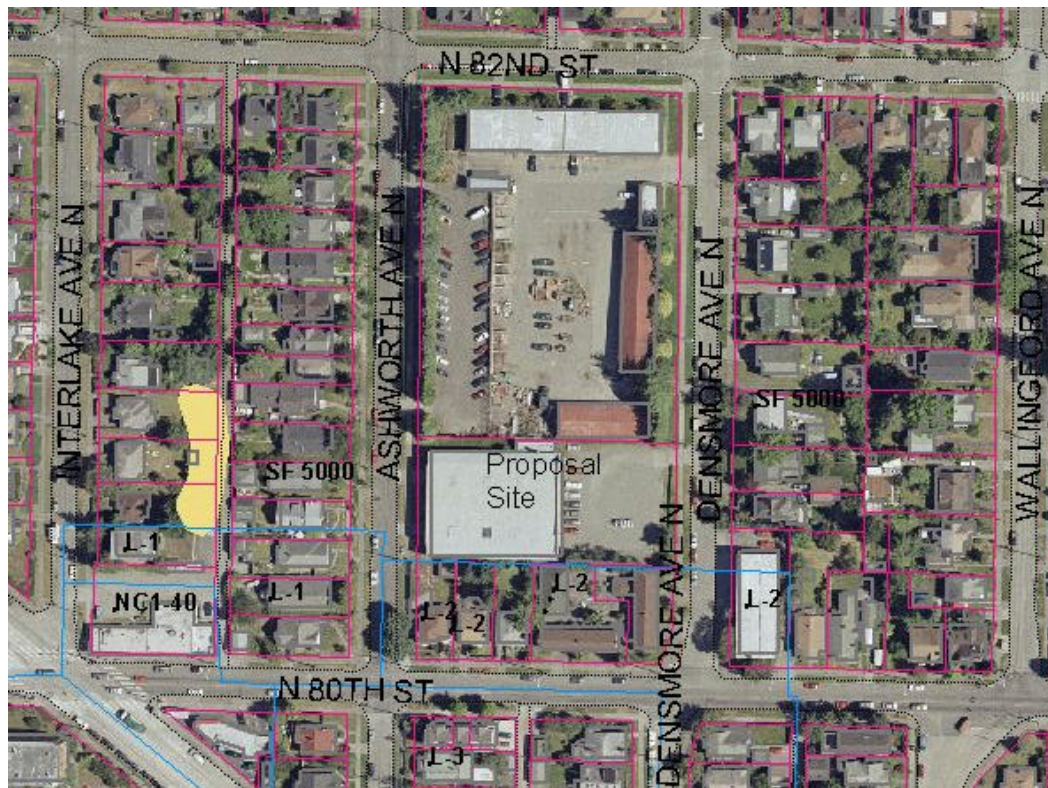
The Director of DPD has reviewed the recommendation of the four Design Review Board members present at the Design Review meeting and finds that it is consistent with the City of Seattle Design Review Guidelines for mixed-use buildings. The Master Use Permit (MUP) plans have been updated to incorporate the Board's recommendations.

DECISION - DESIGN REVIEW

The Director accepts the Design Review Board's recommendations and approves the proposed design as presented at the May 24, 2004 meeting. The Director also grants the five development standard departures described above.

I. REZONE - ANALYSIS AND RECOMMENDATION OF THE DIRECTOR

Seattle Municipal Code section 23.34.007 and the following sections set forth the criteria for rezone application evaluation. The provisions shall be weighed and balanced together to determine which zone or height designation best meets those provisions. Zone function statements shall be used to assess the likelihood that the area proposed to be rezoned would function as intended. No single criterion or group of criteria shall be applied as an absolute requirement or test of appropriateness of a zone designation, nor is there a "hierarchy of priorities" for rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.



General Rezone Criteria

General rezone criteria are set forth in Seattle Municipal Code (SMC) 23.34.008. Subsection SMC

23.34.008.B states as follows: "The most appropriate zone designation shall be that for which the provisions for designation of the zone type and locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation."

Section 23.34.004 of the Seattle Municipal Code provides the Council may approve an amendment to the Land Use Map subject to an agreement by the legal or beneficial owner of the property to be rezoned to self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts which could occur from unrestricted use and development permitted in the zone. Proposed here is a specific development proposal created through Neighborhood Design Review in Master Use Permit related drawings and offered as a contract limitation to be the specific development which may be undertaken pursuant to a rezone of the proposal site.

Specific rezone criteria are discussed below as relevant to the proposed action.

Urban Village or Urban Center Zoned Capacity

As the site proposal site is neither in an urban village nor an urban center, criteria relating to zoned capacity and growth targets do not apply. (SMC 23.34.008A)

Match between Zone Criteria and Area Characteristics.

Lowrise 1 Locational Criteria

L1 locational criteria are found in SMC 23.34.016.B, are numerous, and are divided into two large categories, "Development Characteristics of the Area" and "Relationship to the Surrounding Areas."

Development Characteristics of the Area

Development characteristics of the area may include areas where structures of low heights generally less than thirty feet, and small bulk establish the pattern of development. Areas with "numerous or large vacant parcels suitable for family housing where densities greater than single-family are desired." Also appropriate for the zone designation are areas where "internal vehicular circulation is conducive to residential units that are oriented to the ground level and the street."

The subject site meets these criteria fairly well. The subject site is large for an inner city parcel, comprising 34,592 sq. ft. The development pattern in the area is relatively low in height, generally less than thirty feet. The site is particularly well suited to development with a large degree of internal vehicular circulation. The proposed development provides access to parking for 16 of the 20 proposed units from two internal driveways. Four units, located facing street frontages in a traditional single family manner have individual driveways.

Whether the subject parcel, large and upon demolition of the one commercial building on the site, to be vacant is a place where densities greater than single family is desired is a question which needs to be answered on a policy level. City Council has in the recent past shown a desire to consider development

forms in single family zones which create opportunities for additional density while remaining compatible with surrounding single family development. One of these was the implementation of accessory dwelling units wherein a second unit can be added to a single family unit. The Council twice has passed legislation authorizing “pilot projects” specifically chosen to explore new concepts for additional housing in Single Family zones. A Cottage Housing Ordinance or Single Family zones has been under study recently, examining yet another approach towards incorporating efficient housing patterns into large parcels. Each of these instances show a policy desire to find forms of low density, ground related development which allows additional housing units to be developed within Seattle and is highly compatible with existing single family neighborhoods.

Relationship to Surrounding Area

Four examples are provided in the Locational Criteria for L-1 zones of relationships to surrounding areas which would indicate L-1 as an appropriate zone designation. Two of them apply to the proposal site. SMC 23.34.016.B.2.b, c and e indicate the L-1 designation would be appropriate for “Properties generally surrounded by a larger single-family area where variation and replacement in housing type could be accommodated without significant disruption of the pattern, character or livability of the surrounding development”, “Properties where a gradual transition is appropriate between single-family areas and more intensive multifamily or neighborhood commercial zones” and “Properties in areas close to facilities and services used by households with children, including schools, parks and community centers.” The proposal site is unique because its large size and through-block configuration would allow for interior development at a density greater than that allowed in SF 5000 zones while still presenting an appearance along street facing property lines highly compatible with the existing single family development on the opposite sides of both Densmore and Ashworth Avenues N. The current zoning pattern has L-2 zoning directly adjacent to SF 5000. Amending the zoning map to provide L-2 transitioning L-1 and then further transitioning into SF 5000 provides more gradual transition in zones. Also, the Green Lake Park, Green Lake Community Center and Green Lake Public Library are all in close proximity to the proposal site.

Zoning History and Presidential Effect

Previous and potential zoning changes both in and around the area proposed for rezone are to be considered. The historic City zoning maps show stability in zoning of both the site and in the multi-family areas adjacent and nearby as far back as 1957. On a 1982 the site is identified, along with the City owned parcel to the north, as Water Department Shops and as “Proposed Open Space.”

Review of zoning history provides little indication of change in zoning in the area. There is no indication the site or surroundings have been considered for any changes other than to continue existing zoning types as the Title 23 code came into effect in the mid-1980’s. RM 5000 became SF 5000 on the subject site. The parcels contiguous to the south changed from RM to L-2, remaining a multi-family area allowing moderate density.

Neighborhood Plans.

The subject site is outside the Green Lake Urban Village and not specifically mentioned in the Green Lake Neighborhood Plan.

Compliance with Zoning Principles.

Subsection (E) of SMC 23.34.008, regarding Zoning Principles calls for consideration of the following issues:

a. The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

As proposed in this Contract Rezone, structures would be limited in height to two and a half stories (28' maximum), and have front yard setbacks along facing streets of 12 feet. Viewed from street frontages the project would present the appearance of three single family houses built in the craftsman style. Each would have a front yard, sidewalk, street tree, front door and to private garages/driveways.



To the south, the developed L-2 area is compatible with the proposed L-1 designation. The L-1 designation on the proposal site would provide a reasonable transition into the SF 5000 zoning further north, were that property ever developed for residential purposes.

b. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers: (a) natural features such as topographic breaks, lakes, rivers, streams, ravines and shoreline; (b) freeways, express ways, other major traffic arterials, and railroad tracks; (c) distinct change in street layout and block orientation; (d) open space and green spaces.

Several elements unique to the subject site provide buffers between the proposed rezone site and surrounding areas. There is a substantial amount of street right-of-way not used as pavement on either side of both adjacent streets; approximately 18 feet on both sides of both streets. The Seattle Parks Department property to the north of the site is unlikely to change from its construction services type use in the foreseeable future and serves as a large buffer between the subject site and other uses in the area. The existing residential uses on the west side of Densmore Ave. N. and on the east side of Ashworth Ave. N. are at a higher elevation than the subject site, approximately six feet and four feet respectively.

c. Zone boundaries: (a) in establishing boundaries the following elements shall be considered: (1) physical buffers as described in subsection E(2) above; (2) platted lot lines.

The location of proposed zone boundaries is consistent with platted lot boundaries, physical buffers (as described in subsection (b) above and historical property ownership divisions.

4. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

The housing units proposed in this contract rezone will be more numerous than allowed with the existing zoning, 20 rather than five or six. They would also be smaller, at 1,000 and 1,300 sq. ft. per unit than would be expected for new single family structures in the Green Lake area and therefore are likely to be more affordable.

b. Public services;

Additional residential units made possible by this contract rezone would require additional public services than otherwise would be expected by the lesser number of units possible under the existing zoning. These services, electric, water, sewage, emergency services, would not be great in amount and would be in an amount which can be provided with current capacities.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

Many measures to mitigate environmental impacts of the proposed development are proposed as contract provisions of this rezone proposal. The project as a whole would be designed to LEED standards with a goal to reach Silver level. Lot coverage would be held to 35%. Fifty percent of the site would be pervious to rain water. Materials would be salvaged during the demolition phase and reused in the proposed project. New materials brought in would, to

the extent reasonably possible, be of low VOC content and have recycled material content. The residential units themselves would be designed to be energy efficient with controlled solar gain properties, and natural ventilation. Surface areas used by vehicles will have water quality enhancement mechanisms incorporated into the stormwater drainage systems.

Landscaping in the common areas of the proposal would provide bird and insect habitat.

Shadows would be less with the proposed structures at 28 feet in height and below than might be expected with single family development to the 35' height limit allowed in single family zones.

For a project of residential in-fill within the developed City of Seattle the proposal as proposed offers an opportunity to explore new patterns of residential development which use less land per unit, less material resource per unit and at the same time create a high quality built environment both for the residents on site and immediately surrounding it.

d. Pedestrian safety;

The proposed development would be highly compatible with pedestrian safety. It is designed primarily as an environment for pedestrians with paths through the site from block to block and along each street frontage. Interior courtyards provide a common area for residents to experience the landscape and each other out of their vehicles. Landscaped yards along the public walks at each street frontage would be developed providing added pedestrian amenity. Driveways would be clearly defined with curb cuts providing predictability for pedestrians and drivers alike as they each encounter the other.

e. Manufacturing activity;

There are no manufacturing activities in the area.

f. Employment activity;

The proposed rezone would be expected to have very little long-term impact on employment activity in the area.

g. Character of areas recognized for architectural or historic value;

The brick, commercial building proposed to be demolished in the proposal development plan has received a preliminary assessment of potential historicity, been referred to the Office of Urban Conservation in the Department of Neighborhoods and been determined to be unlikely to meet the criteria for a landmark structure in Seattle.

h. Shoreline view, public access and recreation.

There is no known applicability of this provision to this proposal.

2. *Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:*

a. Street access to the area;

The proposal site has 130 feet of street frontage on both Ashworth Ave. N. and Densmore Ave. N. The parcel configuration provides more than adequate opportunity to access the public street system.

b. Street capacity in the area;

Parking and Traffic study was conducted by Transpo Group, Inc. and provided in two environmental documents found in the DPD file, one dated June 30, 2004 and another dated December 9, 2004. The proposed 20 unit project is predicted to generate 115 daily vehicle trips, 10 in the a.m. peak hour and 10 in the p.m. peak hour. This is estimated to be more traffic than would be generated by site development with seven single family residences. The proposed 20 unit development would generate 50 more daily trips, five more a.m. peak hour trips and five more p.m. peak hour trips than would single family development of the site.

Meetings and discussions with interested residents in the area of the proposal site have informed both City personnel and the applicant of a good measure of discontent on the part of residents with the existing traffic and parking conditions in their Green Lake neighborhood. They perceive that they are a small “pocket” of single family neighborhood surrounded by major arterials, a large City park, commercial and multi-family residential areas. They observe vehicles using their streets as “cut through” routes as commuters try to find alternatives to crowded arterials routes. They also perceive their streets to be used as a parking reservoir for nearby schools and churches. Existing uses on the proposal site and the Parks Department site adjacent have put many limousines and service trucks on adjacent streets. From this perspective they view a proposal to change zoning to allow a higher number of residential units as a movement in the wrong direction. The residents attending many of the meetings have attached considerable emotional energy to their concerns. The subject proposal has become a bit of a focal point for broad based concerns regarding conditions in and around their homes.

Partially in response to these neighborhood perspectives and primarily in order to help create the best traffic and parking environment possible for their

proposal the applicant proposes to contribute \$20,000 to an SDOT trust account to be used to conduct a near-area traffic and parking study aimed at identifying mitigating measures to be implemented and to be further used to pay for all or a portion of those measures.

c. Transit service;

Transit service is available in close proximity to the proposal site on Aurora Ave N. along Woodlawn Ave N. in the Green Lake business district, along 80th Ave N. and from the Green Lake Park and Ride lot. The proposed rezone is not expected to have an adverse impact on transit service. Potential residents could be expected to make use of the available transit service.

d. Parking capacity;

On street parking survey information, gathered by Transpo, Inc. and found in the environmental documentation for this proposal, show ample capacity remaining in the immediate area. On a typical weekday peak on street parking demand occurs in the mid-morning at 61% of capacity. Weekend parking demand has a slight peak on Sunday morning at about 56% of capacity, otherwise remaining lower, at about 46% of capacity. The only known occasion when parking reaches near capacity is when there are large evening events at Blanchet High School, such as the evening open house which occurred during the time period of the parking survey.

The development proposal, with 28 on site parking spaces for 20 units, is expected to meet the parking demand of residents at the property on the site. Visitor parking would be expected to use available on street capacity.

A measure which has been discussed between SDOT personnel, the applicant and its consultants, and DPD staff is to reinstating on street parking along the project site on both Ashworth Ave. N. and Densmore Ave. N. This decision is one which would be made by SDOT at the conclusion of a near-area parking and traffic study proposed to be funded by the applicant as an element of the contract rezone action.

e. Utility and sewer capacity;

No negative effect is anticipated. Existing capacities of utility and sewer services in the area can accommodate the proposed residential uses.

f. Shoreline navigation.

Not applicable

5. *Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.*

A changed circumstance has taken place in that a parcel of land which has remained intact for a long period of time in a form dedicated to utility use, and more recently adopted for business and City service yard use, has become partially available. During this time the zoning of the site remained single family. Meanwhile the City of Seattle has continued to grow. The Green Lake area in north Seattle has become much more highly urban. A region wide Growth Management Statute has been implemented. The City has been charged with finding ways to incorporate added density of residential units while still maintaining and improving the quality of life for all of Seattle's residents. This difficult task may well be accomplished to some degree by finding new patterns of residential, ground-related development higher in density than traditional single family development while still highly compatible with it. This is in large measure the development objective of the proposal offered here as a contract rezone condition.

6. *Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.*

The proposal site is not within any overlay district.

7. *Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.*

While the proposal site is neither contains nor is near any environmentally critical areas, the issue of potential impacts on ground water in the area and on Green Lake in particular was studied. These potential impacts are discussed in the SEPA analysis below.

SMC 23.34.010 Designation of single-family zone

- A. Except as provided in subsection B or C of this section, single family zoned areas may be rezoned to zones more intense than single-family 5000 only if the applicant can demonstrate that the area does not meet the criteria for single family designation. (see SMC 23.34.011 below for SF 5000 requirements)
- B. Areas zoned single-family, or RSL which meet the criteria for single-family zoning contained in subsection B of Section 23.34.011 and are located within the adopted boundaries of an urban

village may be rezoned to zones more intense than single-family 5000 only when all of the following conditions are met...

- C. Outside of urban villages, land that is zoned single-family and meets Land Use Code locational criteria for a single-family designated may be rezoned to zones more intense than SF 5000, only when all of the following conditions are met...

SMC 23.34.011 Single-family zones, function and locational criteria

- B. “Locational Criteria. A single-family zone designation is most appropriate in areas meeting the following criteria:**

“1. Areas that consist of blocks with at least seventy (70) percent of the existing structures in single-family residential use;” Existing structures on the subject block consist of the Parks Department Maintenance Facility taking up over 1/2 of the block, the project site currently housing the Washington Limousine Company and taking up roughly 1/4 of the block, and the other 1/4 of the block with frontage on the two streets, Ashworth and Densmore Avenues N., there is a single family house and a townhouse development. On the other side of Densmore Ave. N. there is a multi-family building occupying the southern approximately 140 feet of frontage and the remainder is in single family use. On the other side of Ashworth Ave. N. is in single family use for the entire length of the block. In total, the two blocks in question are well under 70% in single family use. With Ashworth Ave N. being a little over 50% and Densmore Ave. N. being a little under 50% in single family use.

“2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use;” The Greenlake Neighborhood plan does not provide specific direction regarding zoning of the subject parcel, nor its immediately surrounding area.”

“3. Areas that consist of blocks with less than seventy (70) percent of the existing structures in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated: for example

- “a. The construction of single-family structures in the last five (5) years has been increasing proportionately to the total number of constructions for new uses in the area, or**

The area around the proposal site was fully developed many years ago. No noticeable amount of new single family structures has taken place in the last five years.

- “b. The area shows and increasing number of improvements and rehabilitation efforts to single family structures, or”**

Like most of north Seattle, a large number of improvements and rehabilitation efforts have been taking place in the area.

- “c. The number of existing single-family structures has been very stable or increasing in the last five (5) years, or”**

The number has been very stable in the past five years.

“d. The area’s location is topographically and environmentally suitable for single-family residential development.”

The area is suitable for single family development.

RECOMMENDATION - REZONE

Analysis of the rezone criteria above reveals that the subject site and immediately surrounding area are appropriately located for the proposed use, and a contract for rezone of the proposed classification of L-2 is likely appropriate. As proposed, as a contract rezone to build the specific project developed in Neighborhood Design Review to be highly compatible with the surrounding area, with an applicant-proposed added condition to fund a near-area traffic and parking study and subsequent roadway infrastructure modifications and improvements, this proposal is believed to be of high merit and to be consistent with the Rezone criteria found in the zone.

Recommended Rezone Conditions

1. The L-2 zoning classification shall be used only for development of the specific development developed through Neighborhood Design Review and evidenced in the DPD project documents for application numbered 2307253.
2. Monies in the amount of \$20,000 shall be paid into a trust account at SDOT to be used to conduct a near area traffic and parking study commissioned by SDOT and for improvements to area street infrastructure as approved by SDOT.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated April 23, 2004 and annotated by the Land Use Planner. The information in that checklist, supplemental information submitted by the applicant (traffic reports, historic building survey, soils report and opinion letter, plans for the proposed development, and meetings with members of the public, City staff and private consultants), and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part *“where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”* subject to some limitations. Under such limitations/circumstances, (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short -Term Impacts

The following temporary construction-related impacts are expected: temporary soils erosion; decreased air quality due to dust and other suspended air particulates; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; consumption of renewable and nonrenewable resources; and removal of ground water. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Filing of a Notice of Intent to that that agency will alert them of the development proposal and help insure air quality impacts during demolition and construction are controlled. To insure this outcome SEPA Construction Impacts authority will be imposed to require the owner or developer of the proposed project to file a Notice of Intent with the PSCAA prior to beginning any work on the site.

Street and Sidewalks

The proposed on-site excavation is controlled by an excavation permit. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation. It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R).

In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

Construction Noise

There will be demolition of some school buildings on the site and grading to prepare the building site, as well as other noise generating construction activities. Noise associated with the construction of the building could adversely affect the residential areas in the vicinity of the proposal site, particularly those directly across adjacent streets. Due to the proximity of residentially zoned areas in relation to the proposal site, the limitations of the Noise Ordinance appear to be inadequate to protect the residential neighborhood. To minimize construction noise impacts to residential neighborhoods, DPD has

conditioned projects of a similar scale to limit hours of construction to 7:00 A.M. to 6:00 P.M. on weekdays. This condition has been successfully applied in the past and will be imposed here.

The Department recognizes there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues, or that could substantially shorten the total construction time frame, may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this restriction on construction hours. Such waivers must be approved by the Department on a case-by-case basis prior to such work.

It is also recognized that there are quiet non-construction activities that can be done at any time such as, but not limited to: site security, surveillance, monitoring for weather protection, checking tarps, surveying, landscaping, painting, and walking on and around the site and structure. These types of activities are not considered construction and will not be limited by the conditions imposed on this Master Use Permit.

In addition, after the building is fully enclosed, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

Construction Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities. Construction workers can be expected to arrive in early morning hours and to leave in the mid-afternoon. Surrounding residents generate their peak need for on-street parking in the evening and overnight hours when construction workers can be expected to have departed. On-street parking capacity has been shown, in the two traffic study documents presented as part of the environmental documents to be found in the project file, to be well below capacity on the adjacent streets. SEPA mitigation of parking impacts during construction appears to be unwarranted.

Long-Term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased height, bulk and scale of building in some areas of the proposal site; increased light and glare from exterior lighting, increased noise due to increased human activity; demolition of a potentially historic structure; increased demand on public services; increased traffic on adjacent streets; increased on-street parking, increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion.

Light and Glare

Lighting on the exteriors of proposed structures and of walkways within the proposal site should be shielded and of moderate intensity to limit impacts beyond the proposal site. Due to the unusual situation here where greater number of residential units and large areas of common open space are

proposed to be created in an area with single family character, a SEPA condition will be imposed to require all exterior building and site lighting to be screened from direct view and of moderate intensity.

Parking

On site parking is proposed at a ratio of 1.4 spaces per residential unit. Experience of DPD and past parking surveys has determined that this ratio of spaces to units can reasonably be expected to meet the project generated parking demand. In this case, public comment has indicated skepticism regarding this conclusion. The applicant, in response to this public comment commissioned a second, more extensive parking survey which determined there is a high availability of on street parking spaces currently unused and available to accommodate any spill over which might occur for the proposal. In addition, additional on-street parking spaces could be expected to be made available were the City to reduce the area of no parking zones along an entire side of both Densmore Ave. N. and Ashworth Ave. N. in the project vicinity. No SEPA based conditioning of parking impacts appears warranted.

Traffic and Transportation

Per the both the first and second traffic study completed by the Transpo Group, the project creates no more traffic or trips per day than the current site use. Thus, there is no requirement under SEPA review for the proponent to instate any improvements to existing street/traffic conditions. Again, in an effort to improve the neighborhood's pre-existing traffic problems, the proponent has worked with the neighborhood to find solutions that will make the existing traffic conditions better for the neighborhood and the proposed project. The most recognized existing condition, by both the neighborhood and the second traffic study, was cut-through traffic from N. 85th Street. Part of the proposed traffic and parking improvements put forth by the neighborhood and the project proponent are to add curb-bulbs at the intersections of N. 85th and Ashworth and Densmore Avenues. The bulbs would prohibit left turns from N. 85th onto either Ashworth or Densmore Avenues, alleviating much of the existing traffic volume and making the streets safer for current neighbors and those who will reside in the proposed project. As a contract rezone provision the applicant has volunteered to create a \$20,000 trust account at SDOT to pay for a near-area traffic study and for public infrastructure as SDOT deems necessary and appropriate.

Historic Preservation

Re-development of the project site would result in demolition of the existing structure built in 1930 for the Pac-Tel Telephone Company. Staff within the Office of Urban Conservation in the Department of Neighborhoods has reviewed a historic survey of the existing building on the site and has found the building to be unlikely to meet the criteria for designation as a City of Seattle Historic Landmark. No further mitigation under SEPA authority is warranted or necessary.

Ground Water

Public comment indicated a historic creek in the vicinity of the proposal site and concern that on-going removal of ground water might negatively impact the supply of water to nearby Green Lake. Investigation conducted by Geotech Consultants, Inc, evidenced by an April 21, 2005 letter in the DPD project file, indicates these impacts are not to be expected from the development proposal. The historic creek is in a pipe beneath Densmore Ave. N. and continues to transmit fresh water to Green Lake. The

area-wide water table is to be found considerably below the level of project excavations so that water removed from the project site is not to be expected to affect the regional flow of water to Green Lake. No SEPA based conditioning to protect ground water assets is deemed necessary.

Other Impacts

Several codes adopted by the City will appropriately mitigate the use-related adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2) (c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2) (c).

CONDITIONS – DESIGN REVIEW

1. The applicant must retain the fenestration, architectural features and elements, and arrangement of finish materials and colors presented to the Design Review Board on December 8, 2003, March 22, 2004, and May 24, 2004.
 - Compliance with this condition shall be verified and approved by Scott Kemp, Senior Land Use Planner, 206-233-3866 or by Vincent T. Lyons, Architect & Design Review Manager, 206-233-3823 at a Pre-construction meeting. The purpose of the meeting will be to review the approved Design Review Plans and to inform the contractor that any changes to the exterior of the building must be reviewed and approved by the Land Use Planner prior to proceeding with any proposed changes.
 - (You must make an appointment with the assigned Land Use Planner or Design Review Manager at least three (3) working days in advance of scheduling a date for a Pre-construction meeting.)

2. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval of the Land Use Planner (Scott Kemp, 206-233-3866). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
3. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project, or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
4. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP Plans, and all building permit drawings.

CONDITIONS – SEPA

5. The owner or developer of the proposed project shall file a Notice of Intent with the PSCAA prior to beginning any work on the site.
6. All exterior building and site lighting to be screened from direct view and of moderate intensity.
7. Construction activities, other than those taking place within the enclosed building, are limited to the hours of 7:00 A.M. to 6:00 P.M. on non-holiday weekdays. It is recognized that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore the Department reserves the right to approve waivers of these construction hour restrictions. Such waivers must be requested at least three business days in advance, and approved by the Department on a case-by-case basis prior to such work. After the building is fully enclosed, on a floor-by-floor basis, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

Signature: (signature on file) Date: June 9, 2005
 Scott Kemp, Senior Land Use Planner
 Department of Planning and Development